



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.  
GOVERNOR

DIVISION OF HIGHWAYS  
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.  
SECRETARY

February 5, 1997

In Reply Refer To  
Application 2038

Mr. R. Chris Younce  
Safety Compliance Manager  
Cable Transport, Inc. 4514 CommScope Road  
Post Office Box 199  
Catawba, North Carolina 28609-0199

Dear Mr. Younce:

Our investigation of the seven routes on the attached listing for possible reasonable access to the Cable Transport Garage south of Taylorsville, Carris Reels Plant near Statesville, CommScope Main Plant near Catawba, and CommScope Network Cable Division in Claremont is complete.

Our investigation of route **2038-1** revealed that there are two schools located along this route that are heavy traffic generators and would be affected by the increase in truck volumes, the total accident rate exceeded the North Carolina and National Truck Network critical rates, and NC 16 runs approximately parallel with the requested route and provides a wider and more direct route to the Cable Transport Garage from I-40. Because of these findings, we must disapprove your request for STAA reasonable access along this route. It is suggested that Cable Transport, Inc. reapply for reasonable access using the NC 16 alternative (see attached map).

We received numerous letters from citizens opposing routes **2038-2**, **2038-3** and **2038-6** during our investigation. Their concerns included the number of school buses that use these routes, restricted sight distances, narrow and winding roads with sharp curves, and numerous existing and future residential subdivisions. Our investigation revealed that Garner Bagnal Boulevard (US 70) looks like a more desirable route to the Carris Reels Plant than the route described in 2038-2. It intersects both I-40 and I-77, and we have been advised that the roadway was originally constructed as a commercial route to serve the industrial area on the southwest side of Statesville. Therefore, we must disapprove your request for STAA reasonable access along route 2038-2. It is suggested that Cable Transport, Inc. reapply for reasonable access using the Garner Bagnal Boulevard alternative (see attached map).



Mr. R. Chris Younce

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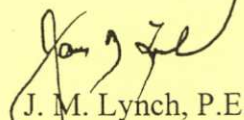
We must also disapprove your request for STAA reasonable access along routes **2038-3** and **2038-6** from I-40 and I-77 to the CommScope Main Plant near Catawba. However, routes **2038-4** and **2038-5** from both Interstates to the CommScope Main Plant are approved. Our investigation showed that overall, the truck accident rates on routes 2038-4 and 2038-5 were well below the statewide and National Truck Network critical rates and the trial STAA dimensioned vehicle had no problem negotiating these two routes. Routes 2038-4 and 2038-5 should give adequate reasonable access for vehicles traveling to the CommScope Main Plant without using the routes described in 2038-3 and 2038-6.

For route **2038-7**, our investigation showed that overall, the truck accident rates were well below the statewide and National Truck Network critical rates and the trial STAA dimensioned vehicle had no problem negotiating these two routes. Therefore, this route is approved.

In summary, routes 2038-4, 2038-5 and 2038-7 are approved, and routes 2038-1, 2038-2, 2038-3, and 2038-6 are disapproved. It is suggested that Cable Transport, Inc. reapply for reasonable access using the stated alternatives for 2038-1 and 2038-2. Attached is another STAA Reasonable Access Request package for your use if you decide to reapply.

Please let me know if you have any questions or need additional information.

Yours very truly,



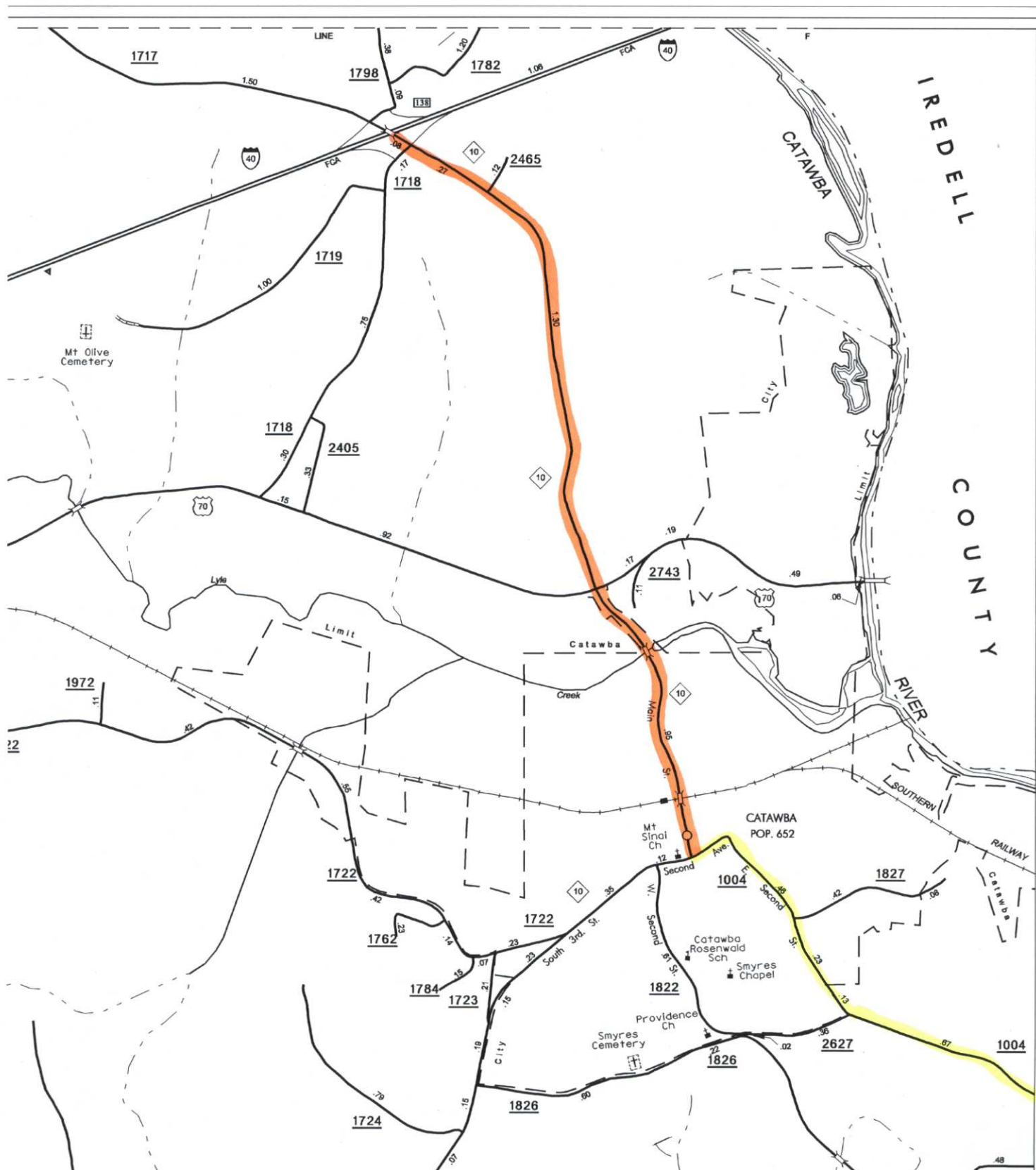
J. M. Lynch, P.E.  
State Traffic Engineer

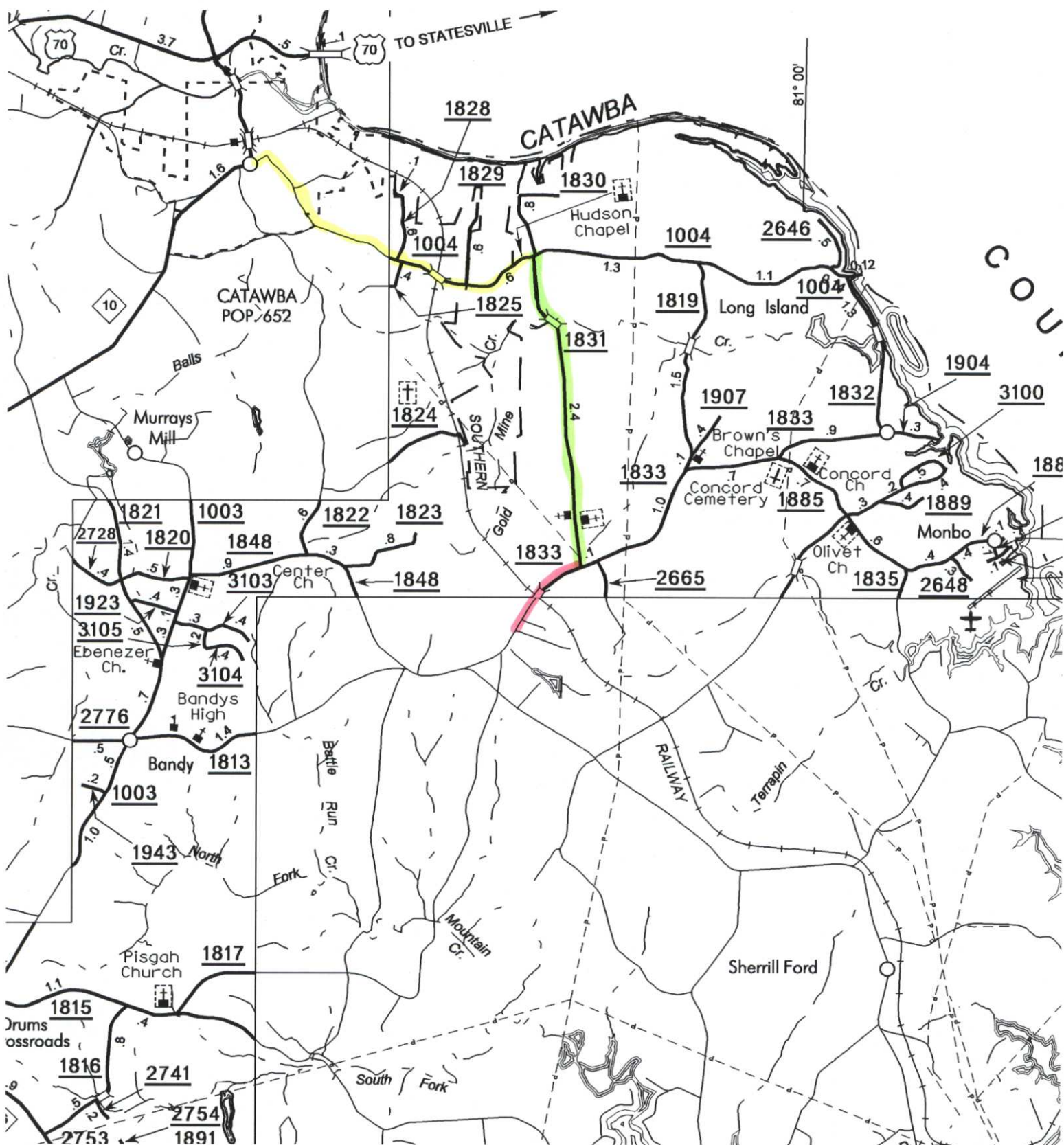
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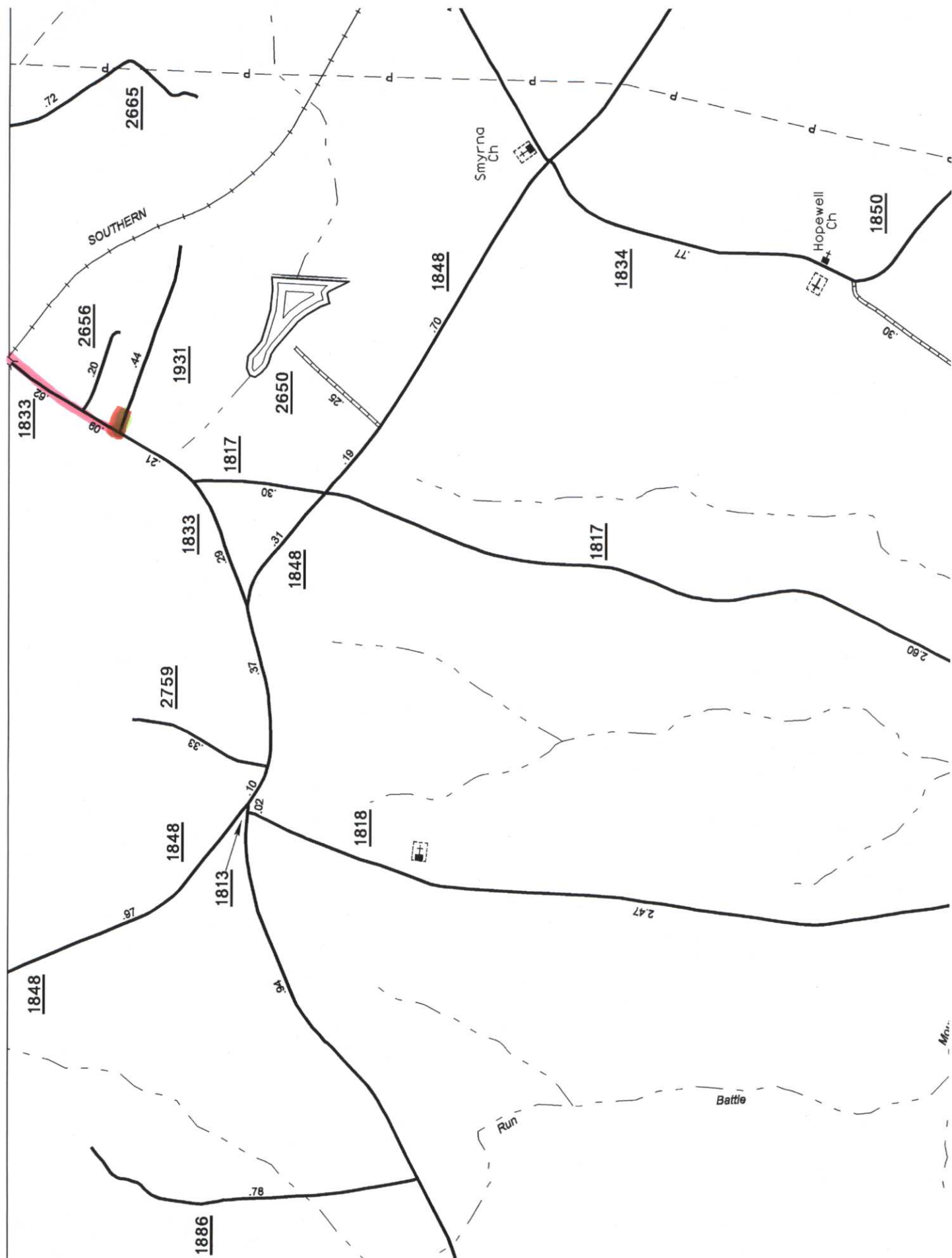
Attachments

cc: Colonel E. W. Horton, Commander, State Highway Patrol  
Major C. J. Carden, Assistant Director, DMV Enforcement  
Ann Gaither, Member, Board of Transportation











Catania Co.

